
BACKGROUND

The [Braddock District Council of Community Associations](#) (BDC) provides a forum for representatives of residential community associations within the Braddock district of Fairfax County (FFC), Virginia (VA), to express their views on major issues of common concern. The BDC is a section 501(c) (4) non-profit corporation, with geographic boundaries coterminous with the Braddock magisterial district. Meetings of the BDC are open to representatives of all homeowner, tenant, and civic associations in the Braddock District. Meetings are held from 7:30 – 9:00 P.M. on the second Tuesday of each month, except July and August, in the meeting hall at the [Braddock District Supervisor's Office](#), at the north end of the Kings Park Library (in Burke, VA).

The mailing address is: Braddock District Council, c/o Braddock District Supervisor's Office, 9002 Burke Lake Road, Burke, VA 22015-1608. The office telephone number is: 703.425.9300.

Chairman: Bob Cosgriff (Hickory Farms) 703.764.0720 bandjcoz@erols.com
Vice-Chairman: Janice Hedetnyemi (Oak Hill) 703.978.8095 JanyceNH@cox.net
Treasurer: Ivan Dietrich (Little Run) 703.323.1881 IvanDietrich@aol.com
Recording Secretary: Jeffrey Nolan (Bonnie Brae) 703.867.4761 infosec@technologist.com
Corresponding Secretary: Brenda Cammauf (Heritage Court) phone and email not provided

ATTENDEES:

The list is provided separately.

AGENDA (all times P.M.)

7:30 Welcome and remarks by Chairman Cosgriff
7:35 Comments by Supervisor Bulova
7:45 Presentation: "Snow Removal" by Dr. Bob Driscoll, VDOT
8:15 Business Meeting:
 Treasurer's Report,
 Approval of Minutes,
 BDC Survey Discussion,
 New Business
9:00 Adjourn

SUMMARY

The meeting was called to order by Chairman Bob Cosgriff at 7:37 P.M.

Sharon Bulova (SB): The Parking Garage Task Force for the Burke Centre Virginia Railway Express (VRE) station is wrapping up on 18 February 2004.

SB: A developer is building residences on both sides of Zion Drive. The developer made a proffer to incorporate safety features. We will hold a "Pardon our Dust" meeting in early to late spring.

SB: I met earlier today with county staff and architects for new county library at FFC Parkway and Fred's Oak Road. The county bought the property from a small, horse farm owner who left the area. Within the next 3-4 weeks I will be holding a community meeting on the design of this Burke library.

SB: Usually we have a major community dialog or initiative each year. This year we are creating a task force to focus on gang activity in the Annandale section of the Braddock District. The first meeting of the task force will be held on February 11, and will be an orientation session, focused on defining the problem. Meetings will be held at Braddock Elementary School (Heritage Drive) on the second Wednesday of each

month, from 5-7 P.M. After we define the problem, we will meet on March 10 to discuss what is being done. On April 14 we will discuss what is being done in the courts. We hope to have community engagement, as well as participation from U.S. Attorney Paul McNulty and Mr. Paul Kieve (from the U.S. Department of Justice – DoJ). We cannot expect that overnight they will fund everything and facilitate it. However, we intend to identify the resources available to the parents of a gang involved child. We seek to define what we can do as a community. The last working meeting will be on May 12. The agenda will include revitalization, including the park. We will wrap up on June 9. Colin Campbell will be heading the gang task force as it was his idea and he is the former community president there. Carl Peed, former FFC Sheriff (now DoJ) may participate between the 1st and 2nd meetings.

Art Wells (AW): We had a good turnout at the early December 2003 meeting at Little Run Elementary School. The meeting was co-hosted by Tessie Wilson, our School Board representative. The Fairfax County (FFC) Police Gang Unit briefed the participants. Santa Claus even drove by on a fire truck. The meeting was well attended.

Question: Are the task force meetings open to anyone? How will the word be publicized?

SB: The meetings are open to all. It is not mandatory that everyone attend every meeting. We will send the invites to community associations and former task force participants.

Colin Campbell (CC): Heritage Mall went from a nice community to unsafe after dark in 3-4 years. The property and violent crime rates have spiked. We just moved to Canterbury Woods. They want to know the warning signs.

AW: What effects are there on Annandale H.S.?

CC: Although nothing took place on campus, there was a civil disturbance a year ago in the parking lot of the Presbyterian Church on Newcastle Drive. A stabbing also took place at Heritage Mall.

SB: PTAs, Parks, and Schools will be invited. Hopefully we will get local press coverage.

Question: Most of the time that I ride the VRE, I find that people who get on after Burke Centre don't get a seat. Platforms are already too small for existing cars. Is that part of the discussion?

SB: Adding capacity to cars is a priority. We will soon be returning the new cars we borrowed from Seattle. We will be replacing them with gallery cars from Chicago. This will increase capacity by 900 seats. Burke Centre is not only place planning parking lot expansions. EZ Bus is first of its kind in U.S. The bus seats 15 people. You sign up for it – you subscribe. FFC staff mapped out the license plates for people parking at Burke Centre and designed the EZ Bus route to capture as many riders as possible. It's free. If you ride so many times, you get a discount on your VRE ticket. The EZ Bus is run by FFC through Fairfax Connector, and funded this year by Governor's Pilot program. We will apply again next year. Hopefully this will work well and be employed at other stations.

Questions: How many spaces will be added at the Burke VRE station?

SB: The currently proposed garage will accommodate 1450 cars.

CC: VRE ridership is growing at 18% per year. It is the second fastest growing commuter rail line in the country.

SB: Years ago we were worried it would not succeed. Our issue is now how to keep up with the growth and success.

Bob Cosgrove (BC): Transportation is topic A in the Braddock District, and probably throughout the district. Our Virginia Department of Transportation (VDOT) provides snow removal and roads for us. Here tonight are Dr. Bob Driscoll, Gary Much (area superintendent, camp 30), and Mr. Tom Barnes, Assistant Operations Manager for the area including Springfield and Braddock district.

Bob Driscoll (BD): This is a big county and there are a lot of things we don't see. If there is something wrong, having a good relationship with the local organizations is important. We work for Tom Farley, Northern Virginia (NoVA) District Administrator (encompassing 3 counties). We represent the maintenance portion. We have 60 years experience among myself and my 2 colleagues here.

BD: We brought a handout about the snow removal process. The handout is in the Braddock Hall literature rack. State funds availability this year has affected us, not only for snow removal but also for paving and resurfacing.

Tom Barnes (TB): VDOT is feeling the funding strain this year. We must do things smarter and more efficiently. We are going forward with paving, pothole patching, mowing, guard rail contracts, snow removal, and keeping our fingers crossed. I have hands on experience, I'm not an engineer. If it was up to VDOT, we wouldn't put in speed bumps – we address needs brought to us by the county. I know Penny Gross, and I know Tom Davis. The Big Picture is: drainage, pavement, vegetation, and dead animals. Our smallest district is 680 lane miles; Gallows Road carries as much traffic as the beltway. The typical district is not more than 500 lane miles. We have 9 districts in the county that are larger than 500 lane miles. The largest district is 1300 lane miles and continues to grow. We have submitted our paving schedule. Some of our county's unique challenges include: manholes, traffic, and communication (no parking). These problems are not present with paving in other counties – and result in added cost. In the past we have been able to pave three more roads than now, for the same cost.

Question: What did you say about snow removal?

TB: There will be as many trucks on main line roads as previously, and some trucks will be in subdivisions. This year we will address main roads and then move into subdivisions. The VDOT Commissioner put a cap on spending.

AW: Are we secondary citizens who live on secondary roads? It was unfair that the VDOT plan was not announced until winter was upon us.

BD: The cash problem not on us until after Hurricane Isabel, etc. Last year we spent \$33M for No VA. This year we have \$22M. If there are more than 8-10 inches of snow, we will be pressed to keep up with it and may have to bring in front-loaders. We will be using GPS locating on our trucks this year. We will also be using a computerized call system to respond to customer complaints.

TB: The last storm we had in December is a good example. Last year we would have been fully mobilized. This year we put out 1/3 of the trucks compared to last year.

BD: The construction budget has had to bail out the maintenance budget. I took an 8-10% cut in my budget. Some of these costs are driven by accidents – people don't drive appropriately.

TB: Last year was a double whammy; we had much more snow and a hurricane.

Question: When a resident or an association calls in a complaint, when will it reach the trucks?

BD: This year all the call centers have scripts kept up to date hourly. When a citizen call comes in, it is added to the street tally. When any one street has 2 or more calls it is yellow, 6 or more calls and it is red. We also have another color system (available only on the internal VDOT network – VDOTnet) that shows

when we assign a “snow map” to a vehicle. The “snow map” changes color so that we can see that an area has been assigned to an operator.

Question: I am stunned to hear you have the same complaint system as Cox Cable – someone must call to get a problem fixed.

SB: It would be a good idea to televise which neighborhoods are being plowed.

BD: E.g., for the 2003 President’s Day blizzard, I had to distribute over 1000 faxes. Now they pop up on the screen. The maximum personnel per maintenance area is 13 (including supervisor), and they split into two 12 hour shifts. Every contractor with 4 or more trucks provides a supervisor, who reports when a subdivision is cleared. We have to take the word of the monitors or contract supervisors. We don’t know if a plow missed a street or if cars were parked on a cul-de-sac and the plow couldn’t go safely there. We have 6900 lane miles in FFC.

CC: Is a resident of the Braddock District better off calling the Braddock District or VDOT direct?

BD: Under the new system, call VDOT direct. SB always is welcome to call me or Renee Hamilton. We deal separately with these command center calls.

SB: During the 2003 blizzard the two individuals at your command center displayed a lot of patience; they were the best. They took email, phone calls, faxes, and whatever worked at the time from Braddock Hall.

☑ BD: Right now the “snow map” application is only available to VDOTnet users. It makes sense to extend that access so that someone like the Braddock District Supervisor could be able to see it now.

Suzanne Harsel (SH): Do you train contractors on how to plow? During the 2003 blizzard, the 1st man through my neighborhood piled all the snow in my driveway!

TB: In past we advertised a set price for snow removal. Now we solicit bids. We compete for sanders (they provide more work – they are needed before and after the storm). We need contractors in September. We put our equipment on their trucks at no cost to them. One statewide problem is whether we really need an incentive to get contractor trucks on board in September. They are hauling dirt and asphalt through November, so they tend to be lackadaisical about putting snow removal equipment on in September.

BD: We also provide driver directions in Spanish. Contractors are supposed to train their drivers. They have to demonstrate contract performance. We don’t monitor every driver.

TB: Things improve once we get through the gamut of new guys – hopefully by 3rd or 4th snow.

Jeff Nolan (JN): What effect, if any, will the budget cuts have on keeping Braddock Road clear? For some reason it is designated a secondary, vice primary, road.

GM: Braddock Road will continue to receive chemical treatment and plowing just like the Beltway.

SB: The secondary road designation was done many years ago to expedite funding for road improvement.

TB: Maintenance is funded by centerline mile.

BD: We haven’t activated the subdivision fleet yet. So far we have received less than 3 inches of snow.

TB: 60% of our workers come from > 40 miles away from FFC.

GM: We have a very limited number of contractors with their own equipment.

Question: The I-95 accident today in Baltimore required traffic rerouting. If it happened here, is there an incident management book with alternate routes?

TB: Yes. It shows detour routes, where to put signs, and which maintenance district to call. Barriers in the median can also be removed.

BC: Who are you using as experts for training your drivers?

TB: A good superintendent manages this.

BD: We are committed to not put out a driver who doesn't understand his directions.

TB: A value engineering study was done on snow removal in No VA. Tysons' Corner contractors didn't want to work outside parking lots (as this is much easier work). In addressing this contractor shortage, we had very little support from neighborhood watch and community organizations.

BD: We are on the cutting edge of de-icing techniques. We give training in the amount of salt to put down. Our position this year is that we have contracted sufficient trucks, but when cash flow eases, your service level probably won't fully return.

☒ BD: If anyone wants to see these computer systems at the district HQ, you are welcome to call to visit.

Woman: What about people who experience medical problems (e.g., people on dialysis) during a snow storm?

BD: If it's a 911 emergency, call 911. They will call us.

AW: Do you perform a simulation to determine service? I am troubled by decreased service.

BD: The standards in the back of the brochure we handed out tonight are more congruent with state standards, which are less than we did last year.

SH: The level of service has improved dramatically from even 5 years ago.

BD: Years ago there used to be a "penguin" rating system. Then we were not in subdivisions until 18 hours after the snow stopped falling.

GM: The also used to be a road report with snow tires and chains recommended or required.

SB: Every 4 years we seem to get hit with a big snow. The worst was 4-5 years ago with consecutive snows upon each other. There probably needs to be something in between the chart and the high level of service from last year. My fear is that if you wait up to 3 days after 8 inches of snow, you may get another snow on top of that, as has occurred in the past.

BD: We are not going to wait. We will mobilize every truck if > 8 inches of snow is forecast. If 4-8 inches of snow are forecast over a weekend, I don't have to drive that hard to get there. This chart is the minimum level of service (worst case).

Woman: You do a great job. I lived 30 years in northern New York (NY) and North Dakota (ND). It is much more congested here, and cars don't get off roads during a storm.

GM: If you don't want your driveway plowed in, especially on a cul-de-sac, get your cars off the street.

TB: We don't mind complaints. My people get good pay, and should earn it. Often it takes longer to post signs on a road for pothole repair than it takes to perform the repair itself. We don't have asphalt available in winter, we must use a cold patch that results in pothole returning sooner.

CC: What is the status of repaving on Route 236?

TB: We will be paving Route 236 from Olley Lane eastward to the City of Alexandria. Then we will pave westward from Evergreen Drive to I-495. Then we will pave from I-495 to Prosperity Avenue. Mr. Betts diverted funds to accomplish the Route 236 paving. All pavement is rated good, poor, or bad.

☒ SB: Would you please check on the status of spot improvements along Route 236 and Guinea Road?

TB: We have had tussles with the Fairfax County Water Authority (FCWA). They are required to repair and patch whatever gets torn up. They prefer to come in and do their work, and then have VDOT pay to pave the road.

TB: We should get 7-9 years of use after paving, but it never fails that a water line fails.

SB: There are spot improvements to widen the turn lanes at Route 236 and Guinea Road, as well as at Route 236 and Olley Lane.

TB: The Van Dorn (Area 5) crew has a difficult job keeping up with potholes. I could keep the crew out at least 2 days a week just fixing potholes.

SH: Perhaps it is time we had alternate side of the street parking to make snow removal easier.

BC: We can help ourselves a lot. Park your car off the street, if possible. Ask neighbor if you can park in their driveway when it snows, if you have extra vehicles that won't fit in your driveway.

☒ BD: I invite your neighborhood association to a face-to-face meeting with the Superintendent.

TB: For those interested, I have laid out the paving map for Braddock District for this coming year.

BC: Thank you for coming and providing us with this good information.

The minutes of the last meeting were then approved by acclamation.

☒ BD: Due to the limited number of copies available of the meeting minutes, in the future we will distribute (via email) the minutes of our last meeting for your review.

☒ BD: Please pass our newsletter to the current presidents of your civic association, and let us know your current officers and their contact information.

☒ BD: I am still soliciting survey information (6 responses have been received since September 2003). The survey has been in our newsletter. Please take the time to let us know how we can make this a better vehicle for you to help your community.

Ivan Dietrich (ID): As Treasurer, I report \$1189.00 in our bank account. Two checks were received tonight. The form on the back of our newsletter could be considered an invoice.

BC: Our traditional budget meeting is in March. April is usually our post-legislative meeting.

SB: February is too early for a budget meeting; it is before public hearings on the budget, so this is perfect.

BC: I am still seeking potential speakers for February and May. I am thinking of inviting county staff to deliver a primer on county government and how it's organized, as well as inviting speakers from the FFC Committee on Aging, and the Laurel Hill Task Force.

AW: This Thursday Superintendent Daniel Domenech will speak to the Fairfax Federation of Citizens Associations at the Packard Center.

The meeting was adjourned by Chairman Bob Cosgriff at 9:14 P.M.

ACRONYMS / ABBREVIATIONS

AW	Art Wells
BC	Bob Cosgriff
BD	Bob Driscoll
BDC	Braddock District Council
BoS	(Fairfax County) Board of Supervisors
CC	Colin Campbell
FCWA	Fairfax County Water Authority
FFC	Fairfax County
GM	Gary Much
ID	Ivan Dietrich
JN	Jeff Nolan
ND	North Dakota
NoVA	Northern Virginia
NY	New York
SB	(Braddock District Supervisor) Sharon Bulova
SH	Suzanne Harsel
TB	Tom Barnes
VA	Virginia
VDOT	Virginia Department of Transportation
VDOTnet	VDOT (computer) network
VRE	Virginia Railway Express